

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,317 號第拾壹百叁千壹萬壹第 日壹十式月亥年六十二緒光 HONGKONG, TUESDAY, NOVEMBER 13TH, 1900. 式拜禮 號叁十月壹十年百九千壹英港 價銀 貳元 月 貳

New Advertisements will be found on page 2.

THE PUREST AND BEST CONFECTIONERY.

THE MOST TASTEFUL AND PLEASING.
CHRISTMAS CARDS.

A. S. WATSON & CO., LIMITED,
CONFECTIONERS,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841. [1632]

CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815.
Who have gained their Reputation for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch Whisky increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION.
Sole Agents for Hongkong,
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS'

KILMARNOCK WHISKY.

This World-renowned Fine Old Highland Whiskies are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong at G. C. ANDERSON, No. 13, Praya Central, Hongkong, 26th July, 1897. [143]

CUTLER, PALMER & CO.'S

Price \$10.75 PER DOZ.

Net

THE ELITE OF WHISKY.

THE "PALE MALL,"

\$20 PER DOZ.

11 Years old, the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE.

AGENTS—**SIEMSEN & CO., HONGKONG.** [131]

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM "LA INSULA" AND "LA PERLA DE ORIENTE" FACTORIES

J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL

(Entrance, 100, HOUSE STREET (New Victoria Hotel).)

SCHLITZ WORLD FAMED

BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

SOLE AGENTS—

WATKINS, LIMITED,

OLEUMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS.

HONGKONG. [112a]

RUINART PERE & FILS, REIMS

Established 1718.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal)

LAURE WIEGNER & CO.

Sole Agents

Hongkong, 17th May, 1898. [122]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5.00 per Cask of 37½ lbs. net ex Factory.

\$8.00 per Bag of 250 lbs.

SHEWAN TOMES & CO.,

General Managers

Hongkong, 2nd July, 1900. [189a]

CANADIAN CLUB RYE WHISKY.

THIS DESERVEDLY POPULAR WHISKY IS NOW TO BE OBTAINED IN PINT FLASKS, AND IN THIS FORM WILL BE FOUND INVALUABLE FOR THE USE OF SPORTSMEN AND OTHERS.

PER CASE OF 12 FLASKS ... \$10.00

SINGLE FLASK ... 1.25

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD. [34a]

COTTAM & CO.

NEW AUTUMN GOODS.

AMERICAN BOOTS AND SHOES.

WOOLLEN UNDERWEAR.

HATS, SHIRTS AND EVENING GEAR.

LANE, CRAWFORD & CO.

(TAILORING DEPARTMENT).

WINTER SEASON.

LATEST LONDON FASHIONS.

NEWEST & BEST MATERIALS.

DRESS SUITS from ... \$85.

TWEED LOUNGE SUITS from ... 35.

NORFOLK JACKET SUITS from ... 50.

SCOTCH TWEED ULSTERS, for Travelling, from ... 50.

LANE, CRAWFORD & CO.

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAK'S, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,

17, QUEEN'S ROAD, HONGKONG. [390a]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALE MALL,"

\$20 PER DOZ.

11 Years old, the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE.

AGENTS—**SIEMSEN & CO., HONGKONG.** [131]

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM "LA INSULA" AND "LA PERLA DE ORIENTE" FACTORIES

J. M. DE ZUNIGA,

No. 9, QUEEN'S ROAD CENTRAL

(Entrance, 100, HOUSE STREET (New Victoria Hotel).)

SCHLITZ WORLD FAMED

BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

SOLE AGENTS—

WATKINS, LIMITED,

OLEUMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS.

HONGKONG. [112a]

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

China's Open Door, by R. Wildman, U.S.

Council General ... \$3.50

China in Decay, by Aleria Krause ... 3.50

China of To-day, 12 Parts ... 4.20

Through the Yangtze Gorges, by Archibald Little ... 4.50

Golden Dead of the War, by A. P. Storey ... 3.50

Ten Machinery and Tea Factories, by Tay ... 15.00

Khaki in South Africa ... 8.00

The Siege of Ladysmith, 120 Pictures ... 6.50

Beats Stamp Albums to 1899 ... \$4.20 and

Factor, Atlas of the World ... 1.50

History of Great Britain, 9 Vols. ... 12.00

Standard Dictionary of English Language, by Funk—2 Vols. half-Russia ... 40.00

Brasserie's Naval Annual ... 10.00

Royal Academy Pictures ... 4.50

CHRISTMAS CARDS,

GREAT VARIETY.

NEW ANNUAL VOLUMES.

STRAND MAG. VOL. 19.

WINDSOR MAGAZINE VOL. 11.

WIDE WORLD MAGAZINE [VOL. 5.]

CAPTAIN VOL. 3.

CHUMS, BOYS & GIRLS ANNUAL.

UNION JACK VOL. 2.

FATHER TUCK'S ANNUAL.

LETT'S DIARIES.

TUCK'S NEW TOY BOOKS.

BLACKIE'S TOY BOOKS.

CHRISTMAS ARTICLES.

23 & 25, Queen's Road, Hongkong. [31]

PARIS EXHIBITION, 1900.

THE GRAND PRIZE

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD. [36a]

PIANOS.

SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.

THE ROBINSON PIANO

COMPANY, LIMITED. [2873a]

THE VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [38a]

AUCTION

PUBLIC AUCTION.

The Undersigned has received instructions to Sell by Public Auction.

TO-DAY (TUESDAY),

the 13th November, 1900, at 2.30 p.m., at his

Sales rooms Queen's Road

TWEED, SERGE, FLANNEL and FLAN-

NELETTE in Suit Lengths, COATING

MATERIALS.

LADIES' DRESS MATERIALS.

SOCKS, STOCKINGS, UNDERSHIRTS,

HATS, RIBBONS and BRAID.

Do, do, do.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS,

Hongkong, 8th November, 1900. [2850]

C. LAZARUS & CO.,

60 & 61, BENTINCK STREET,

CALCUTTA.

Telegraphic Address: A.B.C. Code.

"MARAGANT" Calcutta. 4th Edition used.

THE STANDARD

INDIAN BILLIARD TABLE.

Manufactured throughout in Calcutta and

guaranteed to stand the tropical

climate.

Price, complete, with accessories for Billiard.

Rs. 1,450, packed.

SPECIAL ADVANTAGE—

We take all RISKS against Breakage.

Send for our latest PRICE LIST

To Hongkong Daily Press Office.

[3123-2]

JOHNSON & BROTHERS,

57 & 59, QUEEN'S ROAD CENTRAL.

WHOLESALE AND RETAIL

IMPORTERS AND EXPORTERS.

Have for Sale,

Indian, Chinese and Japanese Silk Goods

for Ladies and Gentlemen, and other Articles.

Oriental Embroidery, Rugs and Carpets.

Jewelry, Cashmere Shawls, Ivory, Sandalwood

and Tortoiseshell Wares, Curiosities and Fancy

Goods.

Inspection is Solicited.

Hongkong, 8th November, 1900. [2795]

NEW ANNUAL VOLUMES.

STRAND MAG. VOL. 19.

WINDSOR MAGAZINE VOL. 11.

WIDE WORLD MAGAZINE [VOL. 5.]

CAPTAIN VOL. 3.

CHUMS, BOYS & GIRLS ANNUAL.

UNION JACK VOL. 2.

FATHER TUCK'S ANNUAL.

LETT'S DIARIES.

TUCK'S NEW TOY BOOKS.

BLACKIE'S TOY BOOKS.

CHRISTMAS ARTICLES.

23 & 25, Queen's Road, Hongkong. [31]

PARIS EXHIBITION, 1900.

THE GRAND PRIZE

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD. [36a]

PIANOS.

SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.

THE ROBINSON PIANO

COMPANY, LIMITED. [2873a]

THE VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [38a]

AUCTION

PUBLIC AUCTION.

The Undersigned has received instructions to Sell by Public Auction.

TO-DAY (TUESDAY),

the 13th November, 1900, at 2.30 p.m., at his

Sales rooms Queen's Road

TWEED, SERGE, FLANNEL and FLAN-

NELETTE in Suit Lengths, COATING

MATERIALS.

LADIES' DRESS MATERIALS.

SOCKS, STOCKINGS, UNDERSHIRTS,

HATS, RIBBONS and BRAID.

Do, do, do.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS,

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.
AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

SCOTCH WHISKY.

- A—THORNE'S BLEND, White Capsule..... \$10.80
- B—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark 10.80
- C—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark 12.00
- D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule 14.40
- E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule 15.00
- THORNE'S BLEND and WATSON'S GLENORCHY are high-class Soda Whiskies, of greater age than most brands in the market.

ABELOUR GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO.
LIMITED,
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

BIRTH.

On the 6th November, 1900, at No. 8, Sheehun Road, Shanghai, the wife of FRANK C. QUINN, Junr., of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 13th, 1900

There are several points of interest to residents in China in the last annual report of Sir F. A. SWETENHAM on the Federated Malay States; but the matter in which the two countries are most closely concerned is the Chinese labour question; for while the Malay States are literally at their wits' end to fulfill the demand for labour, South China alone seems capable of supplying the want. The Resident-General does not hesitate to call the labour question the most important question of the moment in the States, and says that the scarcity of Chinese and Indian labour is now so great that not only is it necessary to pay double and sometimes treble the wages current a few years ago, but the scarcity has been so great that the most important works—railways, irrigation, road, &c.—have been very seriously delayed. And yet he admits that the Chinese have come "in hundreds of thousands"; but this is not enough.

The Government, as Sir FRANK points out, has done everything in its power to relieve the situation. They have arranged for direct steam communication between several Chinese ports and the Malay States, and have promised a subsidy of \$5 a head for every Chinese labourer imported by this means—up to a certain number and for a term of years. There is a somewhat similar arrangement for the introduction of Indian labour, but curiously enough famine-stricken India fails to respond. The Government offers free passages, very high wages, quarters, medical attendance, and perfectly reasonable work in a climate similar to that of their own homes, yet cannot induce the surplus labouring population of India to leave their over-populated land for an easy life and plenty in the Malay Peninsula. For the last quarter of a century, Sir FRANK goes on to say, the Malay States have

offered well-paid work, food, and comfortable housing; but "the poor of British India seem to prefer starvation at home."

Whatever be the cause of this conduct of the part of the British Indians, the same remarks do not apply to the Chinese. They have flocked to the Malay Peninsula, but so great is the demand for labour that at present the immigrants fail to satisfy it, and government work is thereby seriously hindered. This scarcity of labour is possibly a matter which will right itself in the course of years, when peace is restored to the Empire and the outflow of workmen resumes its course unchecked. The severe restrictive measures which have been thought necessary by some of our own colonies and by the United States of America show how very strong is the outward tendency of the Chinese race. In the last copy of the *Times* to hand by the English mail there is a leading article which deals with this question, and the writer thereof observes in conclusion that, whether the cases of Chinese emigration be due to excess of population or to the poverty of the soil and small rainfall of the provinces from which come the emigrants to the English, Dutch, and Spanish colonies, the stream is likely to flow. "For many years to come," he says, "steady, industrious labourers, skillful mechanics, and peaceful citizens will be available. The point worthy of consideration is that they be sent where they are really needed; where they will not lower the condition of white men; where, in short, if they do not perform the rough work it will not be done by any one. It will be a new view to many that, in spite of the objections so widely entertained to 'cheap Chinese and Indian labour, there are still large regions of the world in which 'it is welcome.' Among these regions the Federated Malay States are to be counted, and it will be deplorable if, failing India, China cannot not supply the wants of Malaya out of her vast superfluity of labourers."

A full account of the damage done by the recent typhoon will be printed in the *Hongkong Weekly Press*, which will be published on Saturday next in time for the homeward French mail. Our special and yesterday's editions are exhausted and orders should be sent in at once for the *Weekly Press*.

The only cases of communicable disease reported last week in the Colony were six of enteric fever, five in Victoria and one outside. Three of these proved fatal.

The return of visitors to the City Hall Library and Museum last week shows that the former institution was visited by 393 non-Chinese and 106 Chinese, the latter by 175 non-Chinese and 2,081 Chinese.

The body of the armoured mate named Bodford, who was drowned early on Saturday morning by the sinking of H. M. gunboat *Sandpiper* during the typhoon, was interred at the Happy Valley Cemetery yesterday afternoon with the usual honours.

Among the general damage done by the typhoon the China and Japan Telephone Co.'s property suffered very heavily, practically all the wires being wrecked. As will be seen from a notice elsewhere, though efforts are being made to restore them, commencing with the central part of the town, the complete restoration is expected to take several weeks.

Shanghai papers report an impressive commemorative ceremony on Monday, the 5th inst., at St. Joseph's Church, French Concession, in honour of all Roman Catholics, foreign and native, who were victims of the Boxers. A large force of French infantry, artillery, and marines was present, and Germany was also represented by troops. The service lasted a little over one hour.

Messrs. Lütgens, Einmann and Company, General Agents of the Great Eastern and Caledonian Gold Mining Company, Limited, inform us that they have received a letter from Mr. Best, dated 17th October, in which he says he expected to hand over charge to Mr. Bennecke, the new manager, in about a week's time. He would, in the interest of the shareholders, render Mr. Bennecke every possible assistance.

The *Chitoo* correspondent of the *N.-C. Daily News* writes that the Germans evidently intend to carry things with a high hand in Shanghai province. Their troops have occupied Kiam, a place where riots occurred some time ago in connection with the building of their railway line. They have also, it is said, burned several hostile villages as a warning example to others. It is to be hoped that this drastic handling will not merely cause the name of foreigner to be additionally hated, and occupation by the peaceful missionary or merchant more difficult than it was before.

A Seoul telegram to the *Asahi* states that the Korean Government has been trying to procure five million yen to relieve its financial burdens. It had been proposed to put forward the Customs revenue as security but Mr. McLeary Brown protested against the idea. The authorities then tried to offer the mines as security, but there too they encountered objection. They attempted to float a loan in America last summer, but this again proved a failure. The recent movements in connection with the Seoul-Wiwa railway are reported to refer to a loan of five million yen. The railway will be given as security. The expense of constructing the line between Seoul and Rajin is estimated at two million yen at the outside.

The consecration of the Rev. Father Paris as Roman Catholic Bishop of Hongkong was to take place on Sunday, the 11th inst., at the Tongkiado Cathedral, Shanghai papers state.

A Japanese paper states that the *Meiwo Maru* has paid 1,000 yen damages to the captain of the schooner *Yamada Maru*, which was sunk in collision with the *Lea* in the Inland Sea a short time ago.

The U.S. Army launch *Hoi Wing*, bound from Hongkong to Taku, had her boilers burnt out when 150 miles north of Shanghai, and returned to the latter port under sail, reaching there on the 6th inst.

Incoming steamers from the North report a "cold snap" within the last few days. Several colds have been felt throughout Japan, and there has been a heavy fall of snow, the first this season, at Abashiri, Hokkaido.

At an inquest held on the 3rd instant at Shanghai on the body of Captain John McPhail, of the British barque *Elizabeth Nicholson*, who died suddenly on the previous day at his residence in Boone Road, a verdict of "Death from natural causes" was returned.

With reference to the press *communiqué* issued with regard to the coinage of silver, the *Madras Mail* says that the handsome profit of nearly three crores which Government have made over the transaction should be set aside as a reserve fund for the maintenance of the rupee at its present level, and not be appropriated as profit to Government.

Another of the old-time sailing vessels trading from America to the Far East has been lost in the waters of the Pacific. A New York telegram, dated October 1st, states that the board of underwriters had received a cablegram from Montevideo saying that the ship *P. M. Blencard*, of Boston, Captain Courtney, from Baltimore, April 6th, for San Francisco, had been burned at sea and was a total loss. Her crew were safe at the Falkland Islands.

The people of Changchun on the Grand Canal are rather chuckling, says the *P. & T. Times*, to think that their town has escaped any damage from either Boxers or foreign troops. They congratulate themselves on having treated both parties alike, i.e. bought them off. Before the outbreak of hostilities they paid the Boxers to keep out of the town, and after the capture of Tientsin they paid the foreign troops to stay away—so they claim!

A belated copy of the *N.-C. Daily News* gives the following account of the Shanghai St. Leger on the 2nd instant:—A magnificent race and a splendid finish sums up the St. Leger. There was considerable delay on the post, but at last they got away to a good start, with *Modder* showing well to the front. Thus they came by the Judges' box for the first time. Then the field began to spread out, and *Cicero II* took a lead, which he held for some distance. *Bulbul* came along as they neared the Widow's Monument, and was in a good position as they turned into the home straight. Then the real excitement of the thing began; *Bulbul* was being ridden hard, but behind him came *Scorer* and *Amphion*. Edwards was lifting *Scorer* along splendidly, and C. R. Burkill was getting every ounce out of *Bulbul*. It seemed as though the race was between them, and the cry of "*Scorer*!" went up. But on the outside Meyerink was making a last desperate call to *Amphion*. The finish was within a few strides, when he positively wrenched him to a lead of a neck from *Bulbul*, and won waving his whip joyously. Only half a length behind *Bulbul* came *Scorer* splendidly ridden by Edwards. The cheers that greeted the winner were a tribute to a fine effort, a fine jockey, and a splendid pony.

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 12th November.

MACAO ESCAPES THE TYPHOON.

On Saturday morning the usual typhoon signals were fired from the Monte Fort to warn the public of an approaching storm, and every preparation was made to meet the apprehended disturbance in the elements. Towards noon the wind increased in force, but fortunately the blow was slight, and no damage was done. It was what is usually termed "a stiff nor' wester," and small craft, as well as cargo steamers and passenger boats, rode steadily at their anchors and moorings. The tide was unusually high at the time the signals were given, but it gradually subsided and later in the day had become normal.

PROHIBITION OF SHOOTING PARTIES WITHDRAWN.

The order prohibiting shooting parties to leave Macao has been rescinded, but every "sport" must possess a license to carry arms which he can obtain from the Secretariat for two dollars, and which will hold good for a period of six months. On every occasion a party desires to go on a shooting expedition, each member of it must get a permit from the Secretariat, to be returned to the Secretary's Office at the end of the trip. Last night (Saturday) a grand party went out, and it is believed they will return this morning.

THE IMPROVEMENT OF THE TOWN.

The Government has agreed to compensate the proprietors of the St. Lazarus quarter which will shortly be demolished preparatory to the erection of a new block of buildings. \$30,000 is about the figure paid for the quarters, an amount which is considered satisfactory all round. This is another indication of Seahorse's excellent administration during the time he has presided over the affairs of the Colony.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

HONGKONG, 12th November, 10.30 p.m.

PRINCE TUAN'S FLIGHT CONFIRMED.

The news is confirmed that Prince Tuan has gone to Kansu, but the story that he has become a Buddhist monk is doubtful.

THE EMPRESS'S EMISSARIES BUSY.

Yu Chi-yuan has arrived in Nanking to collect the tribute. His second in command, Hu, has gone to Hunan to raise a militia on Boxer lines.

LI HUNG-CHANG'S NEW POST.

Li Hung-chang has been appointed Generalissimo of the Northern Armies in the place of Yung Lu.

SIR R. HART TO ARRANGE THE INDEMNITY.

Sir Robert Hart has been appointed on behalf of China to arrange the indemnity with the foreign Powers.

WEIHAIWEI.

[FROM OUR CORRESPONDENT.]

H.M.S. "TERRIBLE" MAKES A WORLD'S SHOOTING RECORD.

Weihaiwei, 31st October.

The China Squadron will appreciate the distinction of having amongst its number a ship that has just made a "World's Record" at shooting; for this is what the *Terrible* has just accomplished at her prize-firing that took place here this week. The percentage is unprecedented with 6 inch quick-firers, and it must be a gratifying result to Captain Scott to see such a splendid record as a reward for his persistent attention to the instruction of his gunnery men. This is the second occasion that the same Captain has beaten all previous records with sensational leads in shooting; for the score still requires beating that was obtained at prize-firing with four years in his last command up the Mediterranean. The percentage of actual hits made with the 6 inch in the *Terrible* are 76.6, the next best record is that of the *Majestic*, which ship, according to a Service Journal, has "covered herself with glory" with only 50 per cent. of hits. Were it not for the fact that two lieutenants from the *Orlando* were on board as "official umpires," and also that photographs of each individual gun's performance were taken immediately afterwards, a pardonable suspicion of accuracy in the figures might be deduced, owing to the gulf between the *Terrible's* record and the next best in the Navy. This ship has two 9.2s and twelve 6 inch guns; the shooting from the former was also a brilliant record, having made 60 per cent. of hits, the smaller guns not having yet fired owing to bad weather setting in. The following is the history of how the result was obtained—

Guns fired.	Rounds each gun.	Hits.
4	10	85
3	9	24
2	8	9
3	7	12

Totals 12 guns (6 in.) 104 rounds. 80 hits.

Average per gun: 8.6 rounds, 6.6 hits, each two minute run.

Average per gun per minute; 4.3 rounds, 3.3 hits.

Four captains of guns made "possibles": two with 10, and two with 9 rounds.

The target was repeatedly knocked away, the firing taking two days to complete as a consequence; and as it only takes 36 minutes of time for all the runs, many hours were spent repairing targets each day.

The "misses" would have been "hits" had a ship been substituted for the target, and a gunboat would have been sufficient to have bagged every shell fired.

It is therefore not surprising that men who could make such phenomenal shooting as this should have earned such a reputation for marksmanship to Tientsin.

We should say that every ship in Her Majesty's Service ought to be able to make an equal record as the foregoing; for more instruction was given the "man behind the gun," instead of the "man behind the holystone and burnisher," *Satis, cerberus*.

Weihaiwei, 1st November.

A ROUGH TIME.

The *Terrible* came into harbour yesterday at noon from prize-firing outside. The ship had only just finished the second day's firing when, all of a sudden, the wind freshened and the sea began to rise quickly. They had two steam boats and a launch out attending for repairing targets, recording shots, &c. The boats were got alongside to be hoisted in, but the sea rose so rapidly that all attempts at hoisting them had to be abandoned, as it had become positively dangerous for both boats and crews. The launch was eventually hoisted at the bows, and the two steamboats moored astern, the ship having anchored. Towards dusk the wind and sea increased with great force, and very few minutes later waves would break over the two steamboats; their crews pluckingly bailing them out to keep them afloat. Shortly before midnight the launch was washed away from the bows, and drifted quickly astern, but was caught by a grapple being thrown into her, which luckily secured itself, a man from the picket boat jumping into her at great personal risk and securing a hawser to her bows. The

sea was still increasing, and rain falling in torrents, the weather becoming intensely cold; the crews in the steamboats were already suffering from exposure, but the sailors then had become so demoralized, as the boats were compelled to ride at the extreme length of safety.

PICKET BOAT LOST.

The searchlights were kept playing on them, which was a certain amount of relief to the crews, as darkness added to their other misfortunes would have made them appear worse than they really were. Thus the night was passed; the ship's crew working in sea-reliefs ready for any emergency, though fortunately not required to meet any during the night. Next morning, however, the picket boat was found floating on the sea.

A LESSON IN SEAMANSHIP.

The Commander had provided against this contingency happening by having drilled a life belt for every occupant of each boat, so that there was no danger of anyone sinking before being rescued. Six out of the seven drifted towards the launch, which was within of the steamer boat and were pulled in, but the other man went floating away on a water breaker, gaily waving his hand to his friends, he was all right. The lifeboat was quickly pulled him, and got him on board safely, but the sea was so rough and wind so strong, that the cutter could not fetch the ship, so was ordered to run for the eastern entrance of the harbour, and reached there safely. The lowering and getting away of the lifeboat from the ship was a most excellent example of the pluck and endurance of the crew, as it was entirely owing to his personal exertion—the rest of the crew being enabled with exposure in constantly bailing out his boat all night long, that she did not sink long before, owing to her stern piece getting shaky and letting in much water. The cutter's crew were wonderfully entertained on board the *Golden* to hot food and coffee on their arrival in harbour, and lent dry clothing. As the ship afterwards commenced to drag towards a lee shore the Captain decided to weigh and go into harbour, which of course was an easy matter for the ship herself, the other steamboat followed the cutter and the launch was towed; the latter boat was as safe as possible the whole time. All the men who had been in the boats all night had met with an unusual experience, yet they were so well attended to after coming on board again that in the evening they appeared none the worse for the practical seaman's lesson of the night previous.

Except for the loss of the picket boat—which it is hoped may be recovered—the episode had a happy ending.

Weihaiwei, 6th November.

RECOVERY OF THE STEAM-BOAT.

The *Terrible* has recovered her sunken steamboat. The *Orlando* (drifter) took out a party of men and the ship's divers under Commander Ogilby, on the 11th inst., and were out long enough to find the boat, which had sunk in 10 fathoms. The diver was made to go down, but they failed to reach the boat owing to a strong tide; they were successful at slack water, but the diver was disabled to the surface by a broken leg, and was drawn to the surface by a rope. The machinery and ironwork alongside the ship. The appearance of the boat now would not indicate that it had spent three days and nights at the bottom of the gulf of Pechili.

WINTER PLANS.

The Rear-Admiral is expected here on the 11th inst. and will winter north, but the movements of the other ships are uncertain.

TYPHOON INCIDENTS.

LIVES LOST BY AN AMERICAN SHIP.

During the typhoon on Saturday morning the American ship *State* of Maine was anchored near to Stonecutter Island. At about half past four a junk came past. There were eight Chinese on board, and as it was evident that the junk could not keep about much longer, the crew were terrified. Three of them more held than the others determined to make a desperate attempt to save their lives. They accordingly caught hold of the channels of the American ship and with considerable difficulty and at much risk to themselves Captain Calcord and some of his men got them aboard. Had the crew tried to save themselves they could have been saved in a similar manner, but they were afraid to make the attempt, as the junk was going along at a great speed. She was out of sight of the ship, and the crew were at the rate of eight or nine miles an hour, and no doubt soon foundered, as she was filled with water and her masts were hanging over the side. Captain Calcord has experienced many stiff breezes in his time, but he informed a *Daily Press* representative that this was the strongest he had ever felt. He had never been so near the centre of a typhoon before. He would not have been so near on this occasion if he had had plenty of warning to escape into.

THE STRANDED "BENJAMIN" REWELLS.

It seems that when the American ship *Benjamin Sewall* (Captain Sewall in command) broke her chain during the typhoon she collided with the Chinese gunboat *Pu-Pu*, of which Captain Lew Bush is in command. The ship carried away the Chinese gunboat's lights, gutter, and gangway, and did other damage to her. She subsequently sprang a leak and was stranded in the mud below the Royal Naval Hospital. The captain of the cruiser is endeavouring to secure repayment for some of the damage. Should he not succeed he will have to make it good himself, as in the Chinese Navy the captain is responsible for any damage done to his vessel, whether it should have been avoided or not.

SUPREME COURT.

November, 12th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SHERCOMBE SMITH.

HWOK SI NGAN V. CHUI NGAN MUI.

A CIVIL SUIT FOR DAMAGES.

This was a claim for wages amounting to \$350 brought by an engineer.

Mr. Hays (Master, Johnson, Stokes and Master) appeared for the plaintiff, and Mr. Branton (Messrs. Mounsey and Branton) for the defendant.

Mr. Hays said that this was a suit brought by the plaintiff, who was an engineer by profession. In August last he entered into an agreement with the defendant, who was the master of the *Kung On* Ship in Des Voeux Road to serve on board the *Fai Lee* as one of the crew in the capacity of Chief Engineer. They were to take the *Fai Lee*, which was to be taken to Tientsin. They got to Tientsin, and no written agreement was entered into at the time—that was to say, no agreement signed by both parties. The plaintiff went to see the defendant at his house in the *Kung On* ship, Des Voeux Road. He was told there was a vacancy for an engineer on board the *Fai Lee*. The question of wages was discussed, and the plaintiff was told that his wages would be \$70 per month for six months. There were eight or nine other persons present at the time, and these were to form the rest of the crew. The launch was to be commanded by Captain Cannon, who was to take the launch to Tientsin. On taking what they were to do for their wages they were given a letter addressed to Captain Cannon, whom he proposed to call as a witness, and this Captain Cannon was to be a quartermaster in the service of the United States Army, and was the paymaster on whose rolls these people's names were put for payment, and he was the man, under the transfer of these rolls, to whom they had to look for payment. At Tientsin they were put into one of Messrs. Butterfield and Swire's boats. They were told that they would be taken to Hongkong, but they were taken on to Shanghai. They had to get back to Hongkong as fast they could, and the plaintiff's passage down to Hongkong formed part of the claim.

The plaintiff gave evidence in support of Mr. Hays' statement. He said that when he got to the defendant's house he said to him, "I have got a good job for you." He said, "This is a good job, what good job?" The plaintiff said, "To go to Tientsin." Witness asked for \$80 a month but the defendant agreed to give him \$70 for six months. He told the defendant he would not engage for less than six months; even if he got \$100 a month. Witness asked the defendant, "Is it really six months?" and the defendant replied, "Yes. Even if you go there and back at once you will get six months' pay." Witness asked him for a written agreement, but the defendant said that a verbal agreement was not necessary; that a verbal agreement was quite sufficient. Witness asked, "Is this an honest deal?" and the defendant replied, "Yes; when one Chinaman deals with another there is no cheating."

Evidence was also given by several other members of the crew, *Leung Fui*, who went to Tientsin as quartermaster in the *Fai Lee*; said he was present in the *Kung On* Ship when the arrangement was made between the plaintiff and the defendant. Several other members of the crew were also present. He heard the conversation between the plaintiff and the defendant. The plaintiff wanted \$80 a month, but the defendant said that the engineer on the boat which had come up was receiving \$70 a month, and added, "You are angry for six months. If you come back at the end of a month, it will be all the same. You will have six months' wages." They asked him to give a written agreement, saying that they did not want going as it was war time. They ultimately agreed to go, though the agreement was only a verbal one. Several of the crew put their names down on a piece of paper. He did not know why the crew were sent ashore at Tientsin. The lights on the launch were always kept burning properly. Sometimes the oil was not very good and they had to add kerosene to it to make it burn better. When they went ashore nothing was said about their not attending to the lights properly.

Another quartermaster said that when they got to Tientsin the chief engineer and the others did their duty properly. When the crew were sent away from the launch he heard no reason given.

Mr. Branton said the case for the defendant was that he was instructed by Captain Cannon to engage a crew for the *Fai Lee* for a voyage to Tientsin. An agreement was drawn up between Captain Cannon and the defendant, and in this agreement the wages to be paid to each of the crew was mentioned. He said that each of the crew was asked to sign the agreement and that the agreement stands good until we get to Tientsin. The defendant knew exactly what terms he had to offer to the men, and the crew were employed on those terms simply for a voyage to Tientsin. That was the understanding on which the men were engaged. It took eight days to get to Tientsin. After they had been there three or four days complaints were made to Captain Cannon that the lights were not kept on board his launch, and was asked if he could not keep any of the lights on board his launch. Accordingly the lights were removed from the launch, and a new crew on board and the old crew were sent back.

The defendant corroborated.

In reply to Mr. Hays he said he signed the paper which had been mentioned to show that he had got the money with which to pay the men.

The hearing was adjourned.

Lord Arthur Cecil, full brother to the Marquis of Salisbury, as an ex-member of the Indian House of Representatives, is to receive £250 per annum, plus his travelling expenses, in return for his services on that Commission.

LATEST STEAMER MOVEMENTS.

The C. P. R. steamer *Empress of Japan* left Vancouver on Saturday, 10th November, p.m., for Hongkong via the usual route of call.

The N. Y. K. steamer *Bijin Maru* (American Line) left Kobe via Moji for this port on the 10th inst., and is expected to arrive here on 15th inst.

The N. P. steamer *Queen Adelaide* sailed from Tacoma for Japan and Hongkong on the 10th inst.

The C. M. steamer *Yungtze*, from Glasgow and Liverpool, left Singapore for this port on the 12th inst., and may be expected here on or about the 17th inst.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESER-
VOIRS ON THE 1st NOVEMBER.

LEVEL. 1000

Wongnatcheong 15 ft. 6 in.	35 ft. 2 in.
STORAGE GALLONS.	
	1898.
Tybam	305,620,000
Pokfulam	54,000,000
Wongnatcheong ..	15,000,000
	1,941,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF OCTOBER.		
	1898.	1900.
Consumption	107,585,000	118,104,000 gallons
Estimated population	202,500	208,500
Consumption per head per day	17	18.3 gallons
CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF OCTOBER.		
	1898.	1900.
Consumption	3,322,000	8,000,000 gallons
Estimated population	27,400	28,600
Consumption per head per day	10.98	9 gallons
The Government Analyst reports that the water is of excellent quality. The storage reservoir contained on the 1st 72,000,000 gallons less than on the same date last year. The consumption was 10,000,000 gallons less than in 1898.		

consumption may range up from 10,000,000 per annum to 118,000,000, while there is little prospect of much rain for many months. The Hongkong public are therefore earnestly requested to be economical in the use of water and to co-operate with the Water Authority in endeavouring to prevent waste.

E. D. ORMSBY,
Water Authority.

THE CEYLON MUNICIPAL SCANDALS.

◆

The Colombo Municipal scandals suit was probably not heard till the middle of 1901, for it has become necessary to send a Commission *ad hoc* for the examination of Mr. W. L. ...

Davidson, a recent mayor of the town. The sixth, and 7th paragraphs of Mr. White's answer to the suit are as follows:

5th.—Defendant avows that the said memoranda were written under the following circumstances:—The defendant, as Acting Mayor of Colombo and Chairman of the Municipal Council, being dissatisfied with the organization and working of the Health Department of the Municipal Council of Colombo and with the methods of the Standing Committee, and with the Council neglect of its responsibilities, resulting in disease being in many cases performed by

dividual members of Council, instead of by the Council and its executive officers; as was properly written and published the said memorandum in discharge as he considered of a public duty and in the public interest, and in order to bring to the notice of the ratopayers of Colombo a true and the Council itself the actual state of the administration of Municipal affairs, as he found them; and with a view to steps being taken for the remedy thereof; that the said memorandum sets forth in a fair and bona fide manner how matters stood; and were written and published bona fide, and without malice as

for the benefit of the taxpayers of (Colombia) and of the Council and of the public generally and not otherwise and without any malicious intent or motive whatever.

6th.—Defendant further says that any comments of his own contained in the said memoranda were fair and *bona fide* comments on matters of public interest made by him as a public officer, whose duty it was to protect the interests of the public of Colombia, and were made falsely or maliciously or with a view to injuring the feelings, good name, or reputation of the plaintiff.

7th.—Defendant denies that the plaintiff has been injured in his feelings, good name, reputation as alleged, or that he has suffered damage to the extent of B. 30,000, or any damage whatever.

“AS OTHERS SEE US.”

We quote the following from the *Times* of India "It is evident that the conditions in Southern China continues to create a serious Hongkong. Ten days ago the telegram came that the Fourth Indian Brigade, which is at its destination in Hongkong, had been ordered north. This was taken as an indication of trouble on the West River had appeared. Four days ago came a message that the Indian troops had been sent to Hongkong to protect the Kowloon from against the inroads of the rebels. When this statement referred to the Fourth Brigade was not apparent at the time. Then, on the 11th day last, an ominous report arrived regarding that the 16th Bengal Lancers had been sent to the colony, that a general rising in southern provinces was anticipated in No-

ber, and ten thousand more were required than from India. The correct proportions are indicated in other columns setting forth that the Bombay Infantry are sent to the Malacca frontier. The inference is that threatened danger in the delta of the River has not yet gone beyond that insignificance which the mere presence of a regiment has on previous occasions sufficed quell. The truth is that Hongkong, Shanghai, is all too apt to exaggerate activities. Its apprehensions at the present moment are somewhat discounted by the fact that the end of August it was excitedly predicting general rising in the south during the week in September. Hongkong must be annoyed if it now discerns a tendency where to classify its warnings with the v

nations or the proper maxim. At the time, it has an excellent excuse for its immediate anxiety. As Blomquist once said, "live next a volcano, you naturally get the smoke out of the possibilities and the distinctly volcanic possibilities among populations along the Yellow River. The why Hongkong has always understood to that some fine day herder of Chinese may swarming colony. That is, such an event is far more probable than some of the colonists affected believe, it is pertinent to remark that Imperial Government has signally Yellow River Hongkong the protection it needs on the upward side. It is now more than two centuries since the new Kowloon territory embraced the hills dominating the island, was acquired. The museum was started solely as a

precaution. The mapmakers, dipped brushes in British red, and coloured the area in accordance with the agreement. But from day to this, not a single thing has been done to extend the defences of the colony towards the new frontier."

BANKS.

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE
12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000
PAID-UP CAPITAL " " 2,500,000

HEAD OFFICE—SHANGHAI.

Changhai	Hankow
Cheng	Peking
Chinkiang	Penang
Chungking	Singapore
Foochow	Swatow
Tientsin	

Bills of Exchange drawn on the above
and Drafts and Telegraphic Transfers

... Branches and Agencies.
 ... BRANCH.
 ... Approved securities. Bills
 ... on Demand
 ... on Current Account daily
 ... Deposits for 3 months
 " " " 6 "
 " " " 12 "

THE CHARTERED BANK OF INDIA
 AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1852
HEAD OFFICE, LONDON.

MEMBER LIABILITY OF SHARE	\$800,000
MEMBER FUND	\$525,000

...an Current Account at
 ...on the Daily balances.
 ...deposits for 12 months 4 per cent.
 ... 8 31 "
 ... 2 21 "
F. COCHRANE,
 ... Manager, Hongkong
 ... 1881

SECRET

LIMBARD

ESTABLISHED 1899.

CAPITAL RESOURCES	Yen 2,000,000
PAID-UP CAPITAL	1,000,000
CAPITAL RESERVE	500,000
RESERVE FUND	500,000

HEAD OFFICE—YOKOHAMA

BRANCHES AND AGENCIES.
Tokio Kobe Nagasaki

London Lyons New York
San Francisco Hongkong Shanghai
Shanghai Tientsin Newchwang

LONDON BANKERS -
THE LONDON JOINT STOCK BANK, LIMITED.

THE UNION BANK OF LONDON, LIMITED.

On Current Account, interest of 2 per cent.

Hongkong, 2nd October, 1946.

S. CHOW,
Hongkong Manager.

[788]

PAID-UP CAPITAL 8,000,000
 HEAD OFFICE - SHANGHAI.
 BOARD OF DIRECTORS - BERLIN.
 BRANCHES:
 Canton Hankow
 Tientsin Peking (Kisutschou)

LONDON AGENTS:
ROBERT N. M. ROBERTS & SONS,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK AG. (GERMAN AGENCY)
REKONSTRUKTIONSGES. FÜR SCHIFFSCHAFT.

INTEREST allowed on Current Account
DEPOSITS received on terms which may be
 on application. Every description of

H. SCHOTTLAENDER,
Acting Manager.
January, 1900. [45]

**AUTOMATIC MAUSER
PISTOLS.**

10 CARTRIDGES,
 100 YARDS in 2 SECONDS.
 SIEMSEN & CO.
 Registered, 10 October, 1900. [2909]

PILS BEER.

LIGHT
 BEER
 OLD AGENTS for Hong Kong, China and
 the South Sea Islands—
 L. A. R. A. T. I. O. N. V. A. R. I. O. S.

Hongkong, 15th July, 1900. [1952]

NEW GOODS
ABUNDANT

RIOS.

HAND,
PANORSE CU
D. NOMA

JAN
12, Beaconsfield Arcade,
Opposite the City Hall,
Hongkong

Hong Kong, 2 (nd) April, 1949. [22]

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUEME AND TRISTE. (Taking Cargo to and from the Brazils, SOUTH AFRICA, MADRAGA, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"SILESIA." Captain P. Craghetti, will be despatched above on SATURDAY, the 17th inst. P.M. For information as to Passengers and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 7th November, 1900. [16]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT. (Taking Cargo at LONDON RATES)

THE Company's Steamship

"TANTALUS." Captain Gregory, will be despatched above on SATURDAY, the 17th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th October, 1900. [2446]

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, KALAS, CALCUTTA, DIBOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 10th November, 1900, at 1 P.M., the Company's Steamship "TONKIN," Captain Vaguer, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 5 P.M. Specie and Parcels until 3 P.M. on the 10th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th November, 1900. [2]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA.

S.S. "CARLISLE CITY" On 20th Nov. 3,002 Tons.

S.S. "KYABVEN" On 12th Dec. 2,463 Tons.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOUL, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, Hongkong, 8th November, 1900. [114]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERAMBANG, COLOMBO, CALCUTTA, ADEN, SUEZ, PORT SAID, FUEME AND TRISTE.

THE Company's Steamship

"COROMANDEL." Captain F. W. Vibert, U.S.N., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 24th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 12th November, 1900. [1]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. STOKES & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA." Captain Hansen, will be despatched for the above port on or about 28th December.

For Freight apply to CARLOWITZ & CO., Agents.

Hongkong, 8th November, 1900. [2353]

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at Noon.

GAMING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at Noon.

DORE (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 5, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 17th November, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU on their journey to and from their ports of call.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a count of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 24th October, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 13, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.

THE Twin-Screw Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 24th November, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24s in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 1st November, 1900. [15]

VESSELS ON THE BERTH

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "HILGLEN" will be despatched for the above port on or about the 20th November, 1900.

For Freight, apply to DODWELL & CO., Agents.

Hongkong, 25th October, 1900. [2410]

OSAKA SHOSHEN KAISHA, LIMITED.

FOR FUKUOKA VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU" Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 21st inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th November, 1900. [2524]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENGARRY" Captain P. Gedy, will be despatched for the above port on the 25th November, 1900.

For Freight or Passage, apply to McGREGOR BROS. & GOW, Agents.

Hongkong, 23rd October, 1900. [2746]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AJAX." Captain Batt, will be despatched as above on TUESDAY, the 27th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th October, 1900. [2685]

LOADING ON THE BERTH.

FOR PORTLAND, OREGON VIA JAPAN.

Booking Cargo for OVERLAND POINTS.

THE First Class Twin Screw Steamer

"MILOS" will be despatched on or about 27th instant.

For Freight, apply to T. M. STEVENS & CO., Agents.

Hongkong, 7th November, 1900. [2831]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 4th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24s in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 9th November, 1900. [1]

SHEWAN TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE" will be despatched for the above port on or about the 20th December, 1900.

For Freight apply to SHEWAN TOMES & CO., Agents.

Hongkong, 9th November, 1900. [2854]

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTINO UNITED COMPANIES.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BISAGNO," having arrived from the above ports. Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damage packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ & CO., Agents.

Hongkong, 6th November, 1900. [7]

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"AMBERIA," Captain A. Wagner, having arrived from the above ports. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY, the 9th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 9th November, 1900. [2859]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ULYSSES" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 8th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 15th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 15th instant.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th November, 1900. [2845]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"SOBRACON" FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—From London, &c., or S.S. India. From Australia, &c., or S.S. Himalaya.

Optional goods will be landed here unless instructions are given to the contrary before 9 A.M. on the 12th instant.

Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

A. M. MARSHALL, Acting Superintendent.

Hongkong, 16th November, 1900.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING," having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. of the 14th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO., Agents.

Hongkong, 11th November, 1900. [286]

HONGKONG STEAMERS.

Agamemnon, British str., 4,461, Nish, Nov. 12.

Afric, British steamer, 2,300, George, Nov. 10.

Afric, British steamer, 2,300, George, Nov. 10.

Afric, British steamer, 2,300, George, Nov. 10.

Afric, British steamer, 2,300, George, Nov. 10.

Afric, British steamer, 2,300, George, Nov. 10.

Afric, British steamer, 2,300, George, Nov. 10.

Afric, British steamer, 2,300, George, Nov. 10.

Afric, British steamer, 2,300, George, Nov. 10.

Afric, British steamer, 2,300, George, Nov. 10.

Afric, British steamer, 2,300, George, Nov. 10.

Afric, British steamer, 2,300, George, Nov. 10.

Afric, British steamer, 2,300, George, Nov. 10.

Afric, British steamer, 2,300, George, Nov. 10.

Chunshian, British str., 1,282, Moser, Nov. 3.

Clam, British steamer, 2,311, Evans, Nov. 6.

Arnhold, Karberg & Co.

Coptic, British steamer, 2,744, Rindas, Nov. 7.

O. & C. S. S. Co.

Daybreak, British steamer, 700, Best, Nov. 12.

Chinese

Decima, German str., 794, Christiansen, Nov. 6.

Chinese

Eastern, British steamer, 3,500, Ellis, Nov. 11.

Gibb, Livingston & Co.

Empress of India, British str., 3,003, Marshall, Oct. 30, C. P. E. Co.

Feiching, British str., 983, Gordon, Nov. 11.

Jensen & Co.

Forest Dale, Brit. str., 2,215, Cripsey, Nov. 11.

Brando & Co.

Glenfarg, British str., 2,350, Donaldson, Nov. 11.

McGregor Bros. & Co.

Hailing, British str., 1,267, Hall, Nov. 10.

